Daily Diary Report by Bid Item

Contract No.: 04-0120F4
Diary #: 1073 **Const Calendar Day:** 646 **Date:** 12-Mar-2014 **Wednesday**
Inspector Name: Brignano, Bob **Title:** Transportation Engineer
Inspection Type:
Shift Hours: **Break:** **Over Time:**
Federal ID:
Location:
Reviewer: Schmitt, Alex **Approved Date:** **Status:** Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** **12 PM** **4PM**
Precipitation **Condition** clear

Working Day ☑ If no, explain:

Diary: Dispute ☐

General Comments

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:

Note that there was high wind overnight. All materials in the test rig area stayed in the test rig area – no materials blew into the adjacent parking lot to the east of the test rig area, which had a few vehicles over night. The only material blowing in the parking lot this morning are from the CT trailer dumpster with trash from the BayView Trailer. The only effect from the wind was that about a quarter of the approximately 60 each empty plastic 55 gallon drums blew over and around – this is in the area south of the test rig area, FW Spencer yard, & CCC yard and to the west of the ABF trailer. Months ago there was lots of material stored in the this portion of the Pier 7 yard, but now this area is mostly empty with the exception of the CCO 314 material storage and the laydown yard for USA Hoist (elevator).

ABF Engineer Kelvin Chen is working part time in the field and office on CCO 314. Superintendent Mike Green coordinates this work.

Ironworkers are working an 8-hour shift 0700 through 1530 today, with some of the work on CCO 314. Their work on non-CCO 314 operations are not covered by this diary. Ironworker General Foreman James (Fish) Sturgeon works briefly with a forklift to bring over from the warehouse area to the test rig area the TR's 12 & 13 end plates, diaphragm plates, and washer plates that are all on one pallet from XKT. Then, Sturgeon brings over the pallet from Oakland Machine Works with the test rods, couplers, nuts, and washers. Ironworker Ricky Damboise works briefly on CCO 314 to chase the new threads in the new diaphragm plates – 4 drill and tap holes times 2 plates – ABF Engineer Kelvin Chen previously checked the threads and found that 1 of 8 holes had an issue, so all threads are chased to ensure that the threads are good before the plates are installed and welded in place. Also at the test rig area on CCO 314 are ironworkers Charles (Rand) Clayborn and Eric Sparks. They start the CCO work before 0800 and are done by 1130.

For the welding of the diaphragm plates, work starts about 0800 first at TR 10 which is being converted to TR 12. The new diaphragm plates do not fit inside the wet chamber and need to be trimmed down to fit. The edges of the plates are taken down with a disk grinder, but that is not enough, so then the plates are trimmed on some sides by 1/8" to 1/4" by using a cutting disk on the grinder. Fit up is complete at TR 10/12 by about 0915, with the new diaphragm plate tack welded in place. Checking with a square, the plate is not square by about 1/4" horizontally and it is square vertically. With the bellows/flashing detail, being out of square by this amount is acceptable. After 0915, welding the TR 10/12 new diaphragm plate begins and this is complete by 1000. While Clayborn welds at TR 10/12, Sparks fits up the new diaphragm plate in TR 11 which is being converted to TR 13. Like at the previous test rig, the new diaphragm plate needs to be slightly trimmed to fit inside TR 11/13. After the morning break, welding at

the TR 11/13 new diaphragm plate by Clayborn is between about 1030 and about 1100.

While Clayborn welds at TR 11/13, Sparks grinds the ends of the TR 12 & 13 test rods. The four ends of these two rods need to be smooth for hardness testing by CT-METS, but there is galvanizing on one end and rough saw cut marks on two other ends. A disk grinder with a flapper wheel is used to remove galvanizing on one end and achieve a smooth profile on the other ends. A minimum amount of material is removed by the disk grinder with the flapper wheel. After all welding is done by about 1100, the welding equipment is picked up and cleaned up until about 1130. Ironworkers Clayborn and Sparks leave the CCO 314 test rig area about 1130, and the remainder of their day is on other non-CCO 314 work not covered by this diary.

For a portion of the welding operation on the test rigs, CT-METS QA James Doe is present. This is temporary work, so Smith-Emery QC was not requested or required.

After this morning's grinding of the ends of the TR's 12 and 13 test rods, hardness testing on the ends happens in the afternoon. Between 1330 and 1400, CT-METS James Doe and Courtney Goldstein perform hardness testing on both ends of the test rods for TR's 12 and 13.

In the morning, approximately 0900, ABF Engineer Kelvin Chen and I meet with CCC QC Juan Martinez to discuss the necessary painting for CCO 314. This includes painting both of the new end plates, which can be moved to the CCC paint shop to the west of the test rig area and it includes painting in place inside the test rigs where the new diaphragm plates are being welded today. The two end plates are taken by forklift from the CCO 314 test rig area to the CCC paint shop. No other work by CCC on CCO 314 is done today – do not start blasting or painting today.

A generator – Whisperwatt 7000 – ABF ID 002343 is on idle/standby at the work area and is not used today. Another generator – Whisperwatt 7000 – ABF ID 002341 is used in the morning for approximately 4 hours. An oxyacetylene torch is on idle/standby at the work area and is not used today. A compressor – IR P185R ABF ID 002078 is on idle/standby at the work area and is not used today. A welding machine – Lincoln Electric Vantage 500 ABF ID 000073 is used in the morning for approximately 4 hours. A small forklift (CAT) is used approximately 0.5 hours to deliver materials to the test rig area. Kubota Carts (2 each) are in use at the test rig area in the morning.

Note that there is k-rail at this work area. Some of the k-rail is rented and addressed by the rental agreement. Some of the k-rail is ABF's k-rail used on site and paid as rented from ABF on a daily basis. To elevate the k-rail, crane mats and timber blocking (12x12's) are in use. The k-rail quantities are as follows:
10' bought k-rail = 20 pieces
10' ABF k-rail = 4 pieces
20' rented k-rail = 16 pieces
20' ABF k-rail = 19 pieces
Note that this includes three 20' ABF k-rail between the CCO 314 work area and FW Spencer's yard, with that k-rail being in place prior to the CCO work and not related to CCO 314.

The agreed extra work with ABF is as follows:
Engineer Kelvin Chen - 2 hrs
Ironworker General Foreman James (Fish) Sturgeon - 0.5 hrs
Ironworker Ricky Damboise - 0.5 hrs
Ironworker Charles (Rand) Clayborn - 4 hrs
Ironworker Eric Sparks- 4 hrs
Kubota Carts (2 each) - 8.5 hrs
Radios (4 radios) - 9 hrs
Generator (110 kW) - 4 hrs
Vantage 500 Welding Machine - 4 hrs
Small Forklift - 0.5 hrs
k-rail: 16 pcs @20' and 4 pcs @10'

Crane Mats (12x12 - 5'x16') - 4 pcs
Crane Mats (12x12 - 5'x7') - 2 pcs
Crane Mats (12x12 - 5'x8') - 11 pcs
See the attached Extra Work Order - Signed with ABF for CCO 314 work